

INFORMATION REPORT

CD NO

COUNTRY USSR(Stalingrad Oblast) DATE DISTR. 29 February 1952
SUBJECT Shipyard No 264 and Tank Plant NO. OF PAGES 1
at Krasnoarmeysk
PLACE ACQUIRED 25X1 NO. OF ENCL. 2
DATE OF INFO. 25X1 25X1
SUPPLEMENT TO REPORT NO. [REDACTED]

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1. Shipyard No 264 is located on a branch of the Volga River, on the north-western outskirts of Krasnoarmeysk ($48^{\circ}31'N/44^{\circ}34'E$), Stalingrad Oblast. By February 1946, war damage had been sufficiently repaired to permit the resumption of shipbuilding. By the fall of 1949, all reconstruction had progressed to such an extent that it was believed the scheduled deadline of 1 May 1950 for the completion of the plant could probably be met. Power was supplied from the Bektevka ($48^{\circ}25'N/44^{\circ}15'E$) Power Plant. There were spur tracks to the Stalingrad railroad line. *
2. This plant produced 2000-ton barges and 300-ton fast freighters equipped with Diesel engines for inland waterway traffic. The plant allegedly also produced police boats equipped with bow guns. Four ships were built each year in 1946 and 1947. In 1948 keels were laid for seven ships. Six fast freighters were launched between January and September of 1948. The Diesel engines for these freighters were received from outside plants. The plant produced hulls for T-34 and JS model tanks until the end of 1948, and also produced derricks for drilling and oil pumps. About 70 to 75 oil pumps were manufactured in 1948. The oil pumps were shipped to Baku ($40^{\circ}25'N/49^{\circ}50'E$). Railroad cars and mortar ammunition were produced from 1947 to December 1948 but the production of mortar ammunition allegedly declined after 1948. By the end of 1949, the plant was scheduled to be used solely for shipbuilding. **

25X13. [REDACTED] the total number of employees varied between 4,000 and 10,000. Work shifts differed in the various departments. There were two-shift and three-shift schedules.

25X1 * [REDACTED] Comment. For location and layout of this plant, see annex. This sketch was based on information supplied by all sources and on an aerial photograph made in 1942.

25X1 ** [REDACTED] Comment. It is possible that this plant was converted entirely to shipbuilding as it was originally a shipyard. The production of tank hulls was started during the war.

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Legend:

- A. Volga River.
- B. Railroad line to Stalingrad.
- C. Settlement area.
- D. Shipyard No 264.
- 1. Artillery range for tanks, not used.
- 2. Laboratories.
- 3. Oxygen plant.
- 4. Cross slip (Querslip)
- 5. Cable winches for the cross slip.
- 6. Repair department of the shipyard.
- 7. Carpentry shop.
- 8. Fitting shop.
- 9. Slips.
- 10. Workshop No 140, shipbuilding department.
- 11. Slips and shipbuilding workshops.
- 12. Workshop No 900, called "tank workshop". Welding work on tank hulls was observed in this workshop until 1948.
- 13. Workshops No 50, 180 and others, the numerical designation of which was not known. Workshop No 50 is the former lathe shop for turning shells. In 1948 the production of mortar ammunition was allegedly transferred from workshop No 50 to workshop No 400. Workshop No 180 is the hardening shop of workshop No 50. This building also housed repair shops for machine tools.
- 14. Lathe shop.
- 15. and 16. Shipbuilding shops.
- 17. Technical designing and model construction department.
- 18. Workshop No 240 or 270. Rolling mill for ship plates.
- 19. Workshop No 210. Assembly department for ship parts. The material came from workshop No 240.
- 20. Probably workshop No 250. Forge with 6 annealing furnaces and 4 steam hammers.
- 21. Workshop No 175. Foundry with two smelting furnaces and secondary departments. The daily capacity was about 40 tons.

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Legend cont'd:

22. Department for finishing armor plates and railroad car parts.
23. Autogenous welding shop, used especially in production of derricks for drilling and railroad car parts.
24. Workshop No 170. Pressing department for railroad car parts.
25. Not known.
26. Not known.
27. Workshop No 100, used for construction and final assembly of derricks for drilling and oil pumps.
28. Main administration building.
29. Old boiler house.
30. New boiler house equipped with 4 or 6 boilers.
31. and 32. Machine shops.
33. Various subsidiary buildings and storage sheds.
34. Eight oil tanks with tapping point and pipe line to the Volga River.
35. Parking space for scrapped tanks.
36. Approximate location of the shell production shop, probably workshop No 400.

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